

NORDDEUTSCHER LLOYD. **BREMEN.**

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY, MELBOURNE, AUCKLAND, SINGAPORE, COLOMBO, SUEZ, PORT SAID, GENOA, LONDON, BREMEN.

COLENS "SABOT" SATURDAY, 8th Oct, Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & SHINA.

Hongkong, 21st September, 1910.

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 11, Des Voeux Road West, TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwood, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards. Best Terms. Quick delivery.

LEUNG TAI,
Managing Director.
HONGKONG, 10th January, 1910.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAILER'S PATENT MOTOR LAUNCHES,
etc., etc., etc.

Sole Agents for
FERGUSON'S SPECIAL GREASE
and
P. & O. SPECIAL LIQUOR-BOTTING WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
HONGKONG, 10th March 1907.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intemperance, disease, or other causes. It is a powerful tonic, and restores the system to its normal state, and restores the system to its normal state, and restores the system to its normal state.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurities, or other defects of the blood. It is a powerful tonic, and restores the system to its normal state, and restores the system to its normal state, and restores the system to its normal state.

CAUTION— Beware of cheap imitations. The name "VETARZO" is prominent on the wrapper, and is blown in the glass of the bottle. The name "VETARZO" is prominent on the wrapper, and is blown in the glass of the bottle.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....375 ft.	Docking Length.....375 ft.	Docking Length.....481 ft.
Width of Entrance.....80 "	Width of Entrance.....50 "	Width of Entrance.....63 "
Water on Blocks.....28 "	Water on Blocks.....26 "	Water on Blocks.....21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating Derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made in the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 376, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1909.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

6, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 87½ lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

Hongkong, 11th August, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month to the S.S. "Rhonda" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Tomahill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Auxiliary Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-WEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observatory Place. The Trans steps at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

"THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, 10, 14, DUNDRELL STREET.

Apply to—

"THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th July, 1910.

THERAPION MAY NOW ALSO BE OBTAINED DRUGS (PATENT) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

This wonderful and rapidly remedial, used in the Continental Hospitals by Dr. Kottar, Dr. Volp, and others, combines all the advantages of a medicine of the kind, and is a very valuable remedy.

THERAPION No. 1

is a powerful tonic, and restores the system to its normal state, and restores the system to its normal state, and restores the system to its normal state.

THERAPION No. 2

is a powerful tonic, and restores the system to its normal state, and restores the system to its normal state, and restores the system to its normal state.

THERAPION No. 3

is a powerful tonic, and restores the system to its normal state, and restores the system to its normal state, and restores the system to its normal state.

THERAPION

PUBLIC IGNORANCE OF AUSTRALIA.

A MISSION TO DISPEL POPULAR ILLUSIONS. Mr. A. W. Canning has come to London on an unusual mission. With official help he will dispel a number of misconceptions concerning our Austr. Colonies.

"Desert" is an expression sometimes used in connection with a certain part of the Commonwealth.

"In all my explorations," says Mr. Canning, "I have never come across a stretch of absolute desert," and he speaks with experience, for he has had nine years in the back-country of Australia.

There is no part of Australia, he said yesterday, in which one cannot get water near the surface.

It was, however, more particularly with reference to the so-called "desert" stretching between Wiluna (in Western Australia, about 750 miles from Perth) and the Kimberleys (in the northern part of Western Australia) that Mr. Canning spoke yesterday.

The missioner is a native of Victoria, and has been engaged by the Government of Western Australia for the last 17 years on surveying and exploring work.

SUFFICIENT FOR STOCK. Until recently it was thought impossible to obtain water in the country between Wiluna and the Kimberleys sufficient in quantity to allow stock to be pastured.

Mr. Canning took a different view, however, and some four years ago the Government of Western Australia asked him to accept the leadership of an expedition to inspect the alleged desert.

After spending 18 months on a 7,000 mile journey he was able to report that water could be got in sufficient quantity to allow stock to travel.

Later on he was instructed to construct a stock route right through the country he had explored, and he was engaged for two years on this work. During that time he put wells across for 500 miles, and got a supply of water quite sufficient to water stock and to show that the term "desert" was a misnomer.

Mr. Canning's operations opened up an immense area of country on which stock could be pastured. Many wells from 10 ft. to 20 ft. deep gave a supply of from 1,000 to 4,000 gallons of water per hour.

"The opening up of this route," said the explorer, "proves the possibility of getting water at shallow depths in what was thought to be utterly impossible country."

If in future this "desert" does not become ideal for cultivation there is no doubt that it will be successfully claimed for civilisation.

Some of it is overgrown with sand, but Mr. Canning says that much of this is more or less fertile, and his stock was brought back to Wiluna without the loss of a single head.

Furthermore there is a good prospect of minerals being found in the country, some of which looks decidedly auriferous.

EARLY PARALLELS.

"There is no doubt," says Mr. Canning, "that gradually the settlement will creep up, and the country become occupied. In all the early explorations of Australia what are now considered the best portions were pronounced arid waste."

Mr. Canning points out also that the fact that this route has been opened up means the creation of a highway for the Northern to the Southern portion of Australia districts. The "waterway" will permit prospecting parties to use the route as a prospecting base.

The route opens up that vast area of the Northern Territory and the Kimberleys of Western Australia, which contains nearly 600,000 square miles. This enormous tract of country is only occupied at present by a few large stations, but there is now no reason why it should not be used for dairy farming. The greater part of the country could be occupied closely, and would support a very large population.

"I maintain that it is a white man's country," says Mr. Canning. "Some part of this 600,000-mile tract is fairly high ground, and the climate, in winter, is perfect. In the three months of the tropical rainy season it is not advisable to work stock, but I am convinced that the country will support an immense population."

Besides dairying and wheat-growing, tropical and sub-tropical plants could be grown, while some of the country is excellent for horse breeding. The Imperial Government could breed horses there successfully and cheaply.

RAILWAYS.

"With railway communication, and the fact known that the white people can live in good health, settlers will not only go there, but stop there."

In the course of his expedition from Wiluna to the Kimberleys Mr. Canning had to take all the necessary equipment and food supply for two years. He had 50 men and 50 camels and 400 goats with him. The goats were intended as a meat supply, but their milk was found very useful.

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Intimations.

HONGKONG VOLUNTEER RESERVES.

A CORPS OF RESERVES is being enrolled under the Volunteer Reserve Ordinance 1910. All British subjects being Ex-Servicemen (including Volunteers) and Civilians wishing to be enrolled under the Ordinance are requested to communicate with the undersigned as early as possible.

A. JENKINS,

King's Buildings,

Hongkong, 10th September, 1910.

LEE YEE

HAIR DRESSING SALOON

HAIR ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

10, DUNDRELL STREET,

HONGKONG.

Hongkong, 10th September, 1910.

WEATHER FORECAST AND STORM WARNING BOARD FROM THE HONGKONG OBSERVATORY.

METHEOLOGICAL SIGNALS.

Metheological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that the weather is expected to be as indicated.

Signal No. 1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.

Signal No. 2. A CONE point upwards and DEW below. Indicates a Typhoon to the North-East of the Colony.

Signal No. 3. A DRUM. Indicates a Typhoon to the South of the Colony.

Signal No. 4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.

Signal No. 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.

Signal No. 6. A CONE point downwards and RAIL below. Indicates a Typhoon to the South-West of the Colony.

Signal No. 7. A RAIL. Indicates a Typhoon to the West of the Colony.

Signal No. 8. A CONE point upwards and RAIL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office and H.M.S. Tamar.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being confirmed by sight.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cross will be exhibited at each of the following positions during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.

Waglan.

Stanley.

Sage Collinson.

Abelton.

San Xi Wan.

San Kow.

San Tai Kok.

San Yee.

San Yee.

San Yee.

San Yee.

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San Yee.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

In PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$28 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportionally.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 23, 1910.

PRIUS DEMONSTRAT.

The ancients, that is to say, those highly civilized people in comparison with whom we find ourselves far smaller creatures than the giants our country loves to fashion us, those tremendous boulders on the ruins of whose palaces we have erected the temporary structures which we call our "modern social system" and what not, have handed down to us many wise proverbs and sayings. Most of them, the very wisest of them, will be found in a book which has become so out of date that there are many Englishmen who have never heard of it. The "Preacher who was King over Israel" is known nowadays to a rapidly diminishing minority; the grandson of one Josiah, who wrote a book called Ecclesiastes, is naturally unacquainted with a generation which may repudiate the accusation of spending its Saturday afternoons with "Atty Slope's Half Holiday," but must plead guilty to the "Tid-Bits" habit and an unhealthy connection with "Victoria Cross" and "Maria Co. Ltd." The Romans used to say "when the Daily has decided to smash a man, he begins by robbing him of his common sense." *Prius demonstrat.* We speak with utmost reverence, and in a spirit ennobled on all good citizens when our late King, our still deeply mourned Queen and Sovereign, King Edward VII., died. Let us apply for past blessings to be secured in our attempt to destroy the power of the press. And for the future I commend

my people to the surpassable goodness of Almighty God. We remember that the usual formula of pious aspiration, which closes a King's speech was commented on by some of the Radical ring who seem to have been permitted by a jointly offended Daily to lose whatever good sense they ever had. They have allowed their bawdy nature to overcome them that is they greed and lust for self-advancement; they have sunk to pandering to the meaner passions and ignorant appetites of those "little ones" who ought to be protected by the awful threat pronounced against those who do deliberately throw in their path a "scandalum" or stumbling block. The recent "awakening" among the Chinese, the demand for teaching, the thirst for knowledge, has been most fully described by certain classes of people as a demand for "Western education." We confidently appeal to any really experienced schoolmaster in Hongkong who has had to teach young Chinese to corroborate our assertion that there is not a general desire among Chinese for what the ordinary cultured Englishman, and a fortiori a schoolmaster, would call Western education. For instruction in certain subjects there is an ardent demand. But education is altogether another matter. We had the pleasure of meeting once a Chinese gentleman who had received all the education he possessed at St. Joseph's College, Hongkong. He admitted that he had been given exceptional facilities for he had studied there for more than ten years. They were very good to me," he said, "but just as I was beginning I was forced to go." It transpired that his age and the position he had attained in the school as well as other circumstances made it impossible for him to continue his studies there. He had, however, learned enough to know that he had only got to the beginning (to use his own words) of Western education. These words imply a training of the heart and spirit as well as instruction in the three R's, and in how to copy an English document without more than eleven mistakes to every page. And what a standard of learning may be set as part of "Western education" for a Chinese, *qualis est ignis in eo*, despairing, treat to the new University to show this. This is a matter about which we, and all Hongkong residents who value the honour and good faith that should accompany all concerted English or should we say British activity, feel so earnestly that we must beg our fellow-citizens to sink all private prejudices and differences, and endeavor to work together to secure on this board as possible at least a good beginning to what we call the first step in the leading forth in the great upward march in education, in all that the new University was designed to give, to create and to foster. We heard Sir Hormusjee Modji say once: "I had not all this myself; I had to learn through life; but I shall give it to others." He meant not merely instruction—any commercial school can give that—but education. The authorities who have to deal with an institution which for good or ill is sure to affect the young manhood of South China for generations, etc., we may be sure, alive to the magnificent opportunity for lasting greatness with which their names may be in time to come associated. But do they realize the magnitude of their responsibility? And are there any of them who, feeling it and feeling it, are eager to pass it on to others, especially to those whose self-assertive stunts to substantiate a claim for special knowledge and capability. Now in ordinary business this could not be done. No Editor, for instance, would confide the advertisement management of his paper to a man who asked for it on the ground that he was a Yankee hawker in the middle of a history paper in "Meds" at Oxford. Again, without flippancy, would the Nord Deutscher Lloyd employ as manager in Hongkong an individual who believed that turbines were invented by the devil? A little quiet thought and the exercise of a little cold reason will soon expel the weakness of permitting certain maniacs who label themselves experts in education, and being, it would seem, without sense of proportion and without fear of censure, declare that they are the "Education Association of China," to exercise their hysterical activities and propagate their peculiar form of worship in the New University. Our Chinese friends of the upper class are as apprehensive as we are of a future darkened by the folly and fanaticism of a class of persons who would vulgarize the Day of Judgment. The sort of twaddling stuff that may be fed into the gaping mouths of inebriated gutterlumps from the flames of most un-Christian Rotherbri and Southwark should not be fed to the far more civilized students of China or Japan. When young Japanese waste blooded o' readers of "Peter Simple" will remember that that "the stuff they feed (Jojo on)" he goes to the old family ancestral for, and he will tell him ghost stories about foxes and badgermen and were-wolves *chou-ko*. A Chinese will buy mythology in widely printed books enough to give him violent mental indigestion for half a year. But scholars of these understandings, the Western form of it, the Little Australian, and taught at school were the main of emigres

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THE AMERICAN SQUADRON.

We have now in our Harbour as fine a congregation of United States warships as ever honoured Hongkong with its presence. Commander-in-Chief Hubbard may well be proud of his command, and we are sure that the welcome accorded to the visit of the fleet—officers and men alike—will be well worthy of the best records of British hospitality. The only regrettable thing is that the stay of the fleet is going to be so short; otherwise, we might have got a chance to organize some kind of an entertainment to fill in the time of the shore-leave men. But now when the cold weather has practically set in, we thought that the Squadron was with us for at least a month, whereas they are due to clear in a week from date of arrival. Among the Fleet, both officers and men, we have many old friends whose acquaintance we would be only too happy to renew, and really the Admiral should have made arrangements for an extended stay in our waters: not for our sake alone but for the sake of hundreds of other Britishers who desire to extend a full welcome to our countrymen across the way. As they lie at the anchorage the Squadron presents a splendid appearance, well calculated to joy the heart of its Commander-in-Chief. We were expecting the Squadron to arrive some time before they actually did, but, as all know, the speed of the slowest horse is the speed of the team; therefore the flagship had to vary her rate of progress to suit the lighter craft. Although these little vessels would, no doubt, be able to give the flagship points in dead water, the U.S. Squadron that we have presently in the Harbour are the New York (flagship), New Orleans, Rainbow, Albany, Balabridge, Barry, Chauncey, Dale and Pompey. The Admiral and his officers are being entertained with that hospitality which is extended to all visitors and we trust that the men ashore will have no room for complaint on that score. Among the British community here no visitor is more welcome than the U.S. Fleet.

LOCAL AND GENERAL.

We are informed by the Colonial Secretary that the quarantine enforced against Manila has been withdrawn.

GUANER A. W. Marshall, of No. 2 Company, H.K.V.C., having died on the 31st August in a street off the strength of the Corps with effect from that date.

SAPPER H. A. Birt, of the Telegraph Company, Hongkong, Volunteers, is permitted to resign on leaving the Colony with effect from the 15th September.

The hockey match between the Queen's College Hockey Club and the H.K.V.C. Hockey Club, which took place on the latter's ground yesterday afternoon, resulted in a win for them by 3 goals to 2. The schoolboys played with great

BREWERS' WIDOWS AND ORPHANS' FUND.

FURTHER SUBSCRIPTIONS.

On the 27th ult. we reported in these columns the inauguration of a benevolent scheme by our worthy Chinese fellow-citizens having for its object the provision of pecuniary aid for the widows and orphans of girls who may marry out of the Po Leung Kuk Society for the Protection of Women and Girls and who may be left in a state of destitution through the death of their husbands. The scheme, as then explained, aims also at providing small allowances to widows of workmen and mechanics who may be accidentally killed while in the performance of their duties. We also stated that before the subscription list was closed Government would be approached to sanction the naming of the fund as "The Brewin's Widows' and Orphans' Fund" in appreciation of the zealous interest he has all along manifested towards the well-being of the Chinese in Hongkong for the considerable period during which that gentleman has been associated with the R.G.O. in Hongkong. We now learn that, acquiescing in a representation from the provisional committee of the fund, His Excellency the Officer Administering the Government has been pleased to sanction the name of the fund in question as "The Brewin's Widows' and Orphans' Pensions Fund." Such authority has been conveyed to the subscribers to the fund, and we understand that Sir Henry May's decision in the matter has been received with considerable satisfaction by the Chinese of Hongkong. Largely through the instrumentality of the Committee, principal among whom are:—Dr. Ho Kai, C.M.C., chairman; Mr. Lau Chi-pak (hon. secretary), and Mr. Ho Kom Tong (hon. treasurer) further subscriptions to the fund have been received and are as follows:—

Already acknowledged \$3,050

Pan Sin Cheong Tong 1,000

Choi Po Sien 500

Hop Hing Hoong 500

Lum Heung Lun 500

Fung Yau Sam 500

Wong Yiu Tong 500

Kwok Kwan Mui 500

Sin Tak Fat 500

Tsang Yuet Kai 500

An Chak Man 500

She Tai Choy 500

Tam Hok Po 500

Kin Tai Loong 500

Chan Tong 500

Ho Ngok Lan 500

Tse Yam Chi 500

Kwok Yik Ting 500

Yung Sin Po 500

Chung Yiu Fung 500

Mok Man Cheung 500

U Hoi Chan 500

Wong Hon Yuen 500

Chan Chen Nam 500

\$35,850

RULE OF THE ROAD.

COXSWAIN'S CERTIFICATE SUSPENDED.

Before Commander Basil Taylor, R.N., Magistrate, this morning, Choo Pak, master of the Government steam launch *Lady Jane*, prosecuted Mak Tze, master of the steam launch *Koi Che*, for failing to observe the rules of the road. He stated that, on the 18th inst., at 10.35 a.m., he was going from Yau-mai to Shek-long-ai. When near the sailing ship off Yau-mai, he saw the *Koi Che* coming from Hongkong to Sim-shui-po, on his port bow about 100 feet off. He could not see her before because the sailing ship was in the way. She was lying with her bow to seaward. He crossed her bows and then saw the *Koi Che's* launch, which immediately blew two blasts on her whistle and starboarded her helm. He blew three and went full speed astern, but too late to avoid collision, his bows striking her starboard side. (Illustrated with models.) This showed that the sailing ship did not observe the view. Complaint was not made that it was a fishing junk which obscured the view. It was blowing hard at the time from S.W. and the junk standing S.E.

In his evidence defendant stated that he was going from one of the Yau-mai ferry wharves to Sim-shui-po. When near the bows of the sailing vessel he saw complainant's launch about 300 feet off at his starboard beam. He did not see her before because of the fishing junk, but the fishing junk was well clear before he saw the launch. He gave two short blasts on his whistle, and ported his helm. He was quite certain he ported.

The magistrate found defendant guilty and imposed a fine of \$15 or 6 weeks, and also ordered that his certificate be suspended for two months, and to pass again in "Rule of the Road" before his certificate is returned.

The new steamer's *Teutonia* has reported to the Police the loss of a silver flower stand, the foot of which appears the following inscription:—Presented to Mr. Moulton by the Navy Friends. A pair of binoculars and a watch were also stolen, the total value of the missing articles being \$65.

The undersigned members having joined the H.K. Volunteer Corps are assigned Corporal and posted to the Sophia Company as follows:—1st Lt. A. J. Campbell, 1915; 2nd Lt. J. H. G. Dalrymple, 1917; 3rd Lt. J. H. G. Dalrymple, 1917; 4th Lt. J. H. G. Dalrymple, 1917; 5th Lt. J. H. G. Dalrymple, 1917; 6th Lt. J. H. G. Dalrymple, 1917; 7th Lt. J. H. G. Dalrymple, 1917; 8th Lt. J. H. G. Dalrymple, 1917; 9th Lt. J. H. G. Dalrymple, 1917; 10th Lt. J. H. G. Dalrymple, 1917; 11th Lt. J. H. G. Dalrymple, 1917; 12th Lt. J. H. G. Dalrymple, 1917; 13th Lt. J. H. G. Dalrymple, 1917; 14th Lt. J. H. G. Dalrymple, 1917; 15th Lt. J. H. G. Dalrymple, 1917; 16th Lt. J. H. G. Dalrymple, 1917; 17th Lt. J. H. G. Dalrymple, 1917; 18th Lt. J. H. G. Dalrymple, 1917; 19th Lt. J. H. G. Dalrymple, 1917; 20th Lt. J. H. G. Dalrymple, 1917; 21st Lt. J. H. G. Dalrymple, 1917; 22nd Lt. J. H. G. Dalrymple, 1917; 23rd Lt. J. H. G. Dalrymple, 1917; 24th Lt. J. H. G. Dalrymple, 1917; 25th Lt. J. H. G. 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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

From Hongkong	From Quebec
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
	From St. John.
	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF OCEANIA" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) \$72.10. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$43.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

(1)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 23rd Sept., 4 P.M.
SHANGHAI	"YUNGSHING"	TUESDAY, 27th Sept., Noon.
SHANGHAI	"WOSANG"	WEDNESDAY, 28th Sept., Noon.
TIENSIN	"CHIPSING"	THURSDAY, 29th Sept., Noon.
MANILA	"LOONGSANG"	FRIDAY, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUISANG"	TUESDAY, 4th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	SATURDAY, 8th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaitang," "Namang," and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Port, Chusan, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kaitang, Lahad, Dava, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. Hongkong, 21st September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	25th Sept., Daylight.
TIENSIN	"KUEIOHOW"	25th " " Daylight.
MANILA	"TEAN"	27th " " 4 P.M.
MANILA, ZAMBOANGA & AUSTRIA	"OHANGSHA"	30th " " 4 P.M.
LIAN PORTS	"NANOHANG"	1st Oct., 4 P.M.
CHEFOO & NEWCHOWANG		

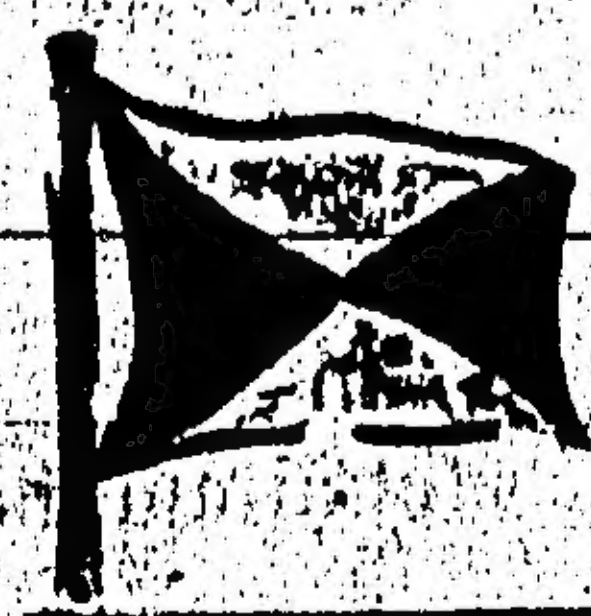
Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDOL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australia, New Zealand and Tasmanian Ports. "MANILA TWIN-SCREW STEAMERS" and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Lintan, Chusan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 10. Hongkong, 22nd September, 1910.



HONGKONG-MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. Rodger	MANILA	SATURDAY, 24th Sept., at Noon
LAJIND	2540	A. Fraser	"	SATURDAY, 1st Oct., at Noon

For Freight or Passage apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Telephone 17th September, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct trade service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO. Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA, V. MOJI, KOBE AND YOKO. HAMA	"SEATTLE MARU" Capt. T. Saito	5,182	WEDNESDAY, 5th Oct., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for stowage passengers situated AMIDSHIP. Limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"JOSHIN MARU" Capt. H. Murayama	SUNDAY, 25th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00. 2nd Class \$55.00. 3rd Class \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine. The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1910

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DISTINCTIONS.	STEAMERS.	SAILING DATES. 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Cope, Tons 9300 IYO MARU, Capt. K. Kawanishi, Tons 7300 HIRANO MARU, Capt. H. Frater, Tons 9300	WEDNESDAY, 28th Sept., at Daylight. WEDNESDAY, 28th Oct., at Daylight. WEDNESDAY, 28th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 8th Oct. from KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawanishi, Tons 7000 RAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 11th Oct., at Noon. TUESDAY, 11th Nov., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5300 HIKOKI MARU, Capt. M. Yagi, Tons 5300	FRIDAY, 30th Sept., Noon. FRIDAY, 21st Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	TOSU MARU, Capt. Y. Nomura, Tons 7000	SATURDAY, 21st September.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Teranaka, Tons 5300	THURSDAY, 19th September.
NAGASAKI, KOBE and YOKOHAMA	HIKOKI MARU, Capt. M. Yagi, Tons 5300	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	TANGO MARU, Capt. A. Christensen, Tons 8300	THURSDAY, 29th Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. 3 Urgo only. Carries deck passengers.

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To London, per New Steamer, 1st class Single—Y550. Return—\$25.
KITANO	9,000	1st March	" " " 2nd class Single—\$50. Return—\$50.
IYO	9,000	15th "	" " " 1st class Single—\$50. Return—\$50.
HIRANO	9,000	29th "	" " " 2nd class Single—\$50. Return—\$50.
TAKAO	9,000	12th April	" " " 1st class Single—\$50. Return—\$50.
KANO	9,000	26th "	" " " 2nd class Single—\$50. Return—\$50.
AKI	9,000	10th May	" " " 1st class Single—\$50. Return—\$50.
MIHIMA	9,000	24th "	" " " 2nd class Single—\$50. Return—\$50.

To Victoria, B.C. and Seattle, Wash. U.S.A. Rates of Passage. AWA MARU, 7,700 tons, 25th Feb. To Pacific Coast Common Points, 1st class Single—\$50. Return—\$25.

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply to T. KURUMOTO.

Hongkong, 19th September, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVI, PERAK, GULF, COCHIN, ADELPHI, CAP and SOUTH AFRICAN PORTS.)

THE Steamship "DELHI."

Capital G. W. Gordon, R.N.R., carrying 115 Messaj's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Albatross," 7,013 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and the West Indies (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Esperanza," 7,013 tons, on 12th November 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The Consents and Values of all Packages are required. For further Particulars, apply to F. A. HEWETT, Superintendent.

Hongkong, 19th September, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR."

Capital S. H. Belton, will be despatched for the above ports TO-MORROW, the 23rd inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers. Fare for round trip \$100.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 22nd September, 1910. (169)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	On about
Sumo	6,232	F. S. Cowley	17th Sept.
Kamuro	6,232	G. B. McGill	20th Oct.
Ayamuro	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient indentment offers. These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hong Kong, 19th September, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Capital McArthur, will be despatched at above on SATURDAY, the 8th October, at Noon. This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th September, 1910. (612)

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship "INDRAWADI."

Capital W. Gray Williams, will be despatched at above on or about 15th Oct. For Freight apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 19th September, 1910. (508)

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG FOR BOSTON NEW YORK S.S. "MUNCASTER CASTLE" On about 15th Oct.

For Freight and further information apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 19th September, 1910. (11)

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATRAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 23rd instant, at 3.30 P.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 19th September, 1910. (611)

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship "INVERESK," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns and/or extra hazardous Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st September, at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 10.30 A.M. on the 14th inst. No claim will be admitted after goods have left the Godown, nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 19th September, 1910. (605)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th September, 1910. (607)

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "COBLENZ," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 17th of September, at 9.30 A.M.

All claims must reach us before the 1st of October, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE, General Agents.

Hongkong, 20th September, 1910.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 17th of September, at 9.30 A.M.

All Claims must reach us before the 1st of October, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE, General Agents.

Hongkong, 21st September, 1910.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION (BASED ON LAST YEAR'S DIV.)	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	£1,500,000 \$15,000,000	\$9,019 3 0	2 1/2 for first half-year ending 30.6.10 @ ex 1/16 = \$22.45	\$210 sellers \$270 ex div.
National Bank of China, Limited	99,925	17	16	£6,000 \$60,000	\$30,558	\$1 (London 1/6) for 1909	\$78 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$15,000,000	none	\$10 for 1908	6 % \$190 buyers
North China Insurance Company, Limited	10,000	£15	£5	£1,500,000 \$15,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 % Tls. 115
Union Insurance Society of Canton Limited	12,400	\$250	\$100	£1,000,000 \$10,000,000	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 % \$15 nominal
Yangtze Insurance Association, Limited	12,000	\$100	\$60	£1,000,000 \$10,000,000	17 7/16	\$15 for year ending 31.12.08 and interim of \$3 on account of 1909	7 % \$205
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$50	£1,000,000 \$10,000,000	\$4,810	\$6 and bonus \$2 for 1908	7 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,500,000 \$15,000,000	\$45,218	\$27 for 1908	8 % \$355
SHIPPING.							
China and Maella Steamship Company, Limited	30,000	\$25	\$25	£57,743 \$577,430	Dr. \$3,777	\$12 for 1908	191 buyers
Donghai Steamship Company, Limited	20,000	\$50	\$50	£100,000 \$1,000,000	Nil.	\$1 for year ending 30.6.1908	24 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£147,500 \$1,475,000	\$2,700	Dividend of \$1 1/4 for 30.6.10.	8 % \$34
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	50,000 50,000	£5 £5	£5 £5	£135,100 \$1,351,000	£1 537.82	6/- for 1907 on Preference shares only @ ex 1/16 = \$3.15	359 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 \$10,000,000	£192,994	2nd 1/2 of 2/- per sh. (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	5 % \$4 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	£50,000 \$500,000	\$1,159	A dividend of 7 % for year ending 30.1.10 A bonus of 5 %	5 % \$231 sellers \$10
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	£500,000 \$5,000,000	Dr. \$1,090	\$10 per share for 1907	6 % \$152 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	£700,000 \$7,000,000	Dr. \$151,891	\$3 for 1897	85 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 \$10,000,000	£14,135	Interim of 1/6 for 1909 (coupon No. 14)	9 % Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£11,250 \$112,500	none	First year	Pa. 13
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000 \$1,500,000	none	\$1 per share 15th dividend	5 % \$71 sellers \$70
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	£5,000,000 \$50,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 % \$91 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gep.) & Co., Limited	18,000	\$25	\$25	£45,000 \$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	41 % \$54 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	£550,000 \$5,500,000	\$26,847	\$1 1/2 for 1909	150
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	£500,000 \$5,000,000	\$11,753	No dividend paid this year	64 % Tls. 76
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 6,251	Final of Tls. 3 making Tls. 6 in all for 1910	7 % Tls. 116
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 6,251	Interim of Tls. 3 for 1910	8 % \$39 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 4,314	Tls. 6 for year ending 31.12.09	54 % Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	£751,845 \$7,518,450	\$24,041	\$120 on old and 60 cents on first new issue	8 % \$10 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	£600,000 \$6,000,000	\$1,277	\$240 on old shares and 1.30 on new shares	1 % \$15 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	£1,000,000 \$10,000,000	\$5,474	Final of \$1 making \$7 for year end. 31.12.09	7 % \$101
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	£1,500,000 \$15,000,000	\$25	45 cents for 1909	6 % \$31
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	£300,000 \$3,000,000	none	\$3 1/2 for 1909	81 % \$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,155,045 \$11,550,450	Tls. 63,969	Interim of Tls. 3 for 1910	64 % Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	£625,000 \$6,250,000	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909	81 % \$39 sellers
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$10,000,000	Tls. 10,992	Tls. 12 for year ending 31.12.09	81 % Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	£1,250,000 \$12,500,000	\$6,551	50 cents for year ending 31.7.08	10 % \$4 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,125,000 \$11,250,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.6.09	18 % Tls. 55
Loos-hang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$8,000,000	Tls. 4,829	Tls. 6 for 1909	7 % Tls. 55
Soy Chen Cotton Spinning Company, Limited	2,000	Tls. 60	Tls. 60	Tls. 120,000 \$1,200,000	Tls. 3,178	Tls. 25 for 1909	10 % Tls. 200
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,032,480 \$10,324,800	£648	25 % per share for 1908	18 sellers
China-Borneo Company, Limited	50,000	\$12	\$12	£600,000 \$6,000,000	Nil.	60 cents for 1909	6 % \$9 buyers
China Light and Power Company, Limited	50,000	\$12	\$12	£600,000 \$6,000,000	\$5,241	60 cents for year ended 31.12.08	9 % \$140 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	£1,250,000 \$12,500,000	\$1,602	80 cents for 1909	9 % \$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	£300,000 \$3,000,000	\$1,893	\$1.20 for year ending 31.7.07	61 % \$19
Green Island Cement Company, Limited	400,000	\$10	\$10	£4,000,000 \$40,000,000	\$4,300	Final of 40 cents making in all 75 cents per share for 1909	23 % \$4.60 buyers
H. Price & Company, Limited	12,000	\$10	\$10	£120,000 \$1,200,000	\$670	14 per cent. viz. \$1.47 for 1909	15 % \$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	£600,000 \$6,000,000	\$1,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 % \$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	£125,000 \$1,250,000	\$9,178	Final of \$3 for 1909	6 % \$32 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	£600,000 \$6,000,000	Tls. 547,500	Interim dividend of Tls. 1 1/2 15th March	9 % Tls. 1,200
Meatschappij of Mijne Bosch en Landbouw plantaie in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 5,000 \$50,000	Tls. 3,024	Tls. 12 1/2 15th June & Tls. 15 15th Sept.	5 % \$13 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	£250,000 \$2,500,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.3.10	11 % \$11 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	£500,000 \$5,000,000	Pa. 18,640	None	1 % \$10 sellers
Philippine Company, Limited	75,000	\$10	\$10	£750,000 \$7,500,000	none	None	1 % \$14 buyers
Shanghai-Sumit & Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000 \$2,000,000	Tls. 3,350	No dividend this year	1 % Tls. 140
Societe des Pulpes et Papeteries de Tonkin	13,200 Benefit shares 7,800	50 Halapong Nominal	25 Currency	none	none	First year	339 sellers \$300 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	£150,000 \$1,500,000	Dr. \$11,095	None	25 % \$35 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	£500,000 \$5,000,000	\$17,86	10 % for year ending 31st May 1910	10 % \$55 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	£500,000 \$5,000,000	none	60 cents for year ending 31.12.08	8 % \$1 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	£100,000 \$1,000,000	\$544	60 cents per ord. share for year ending 31.5.09	11 % \$11 sellers
Watkins Limited	10,000	\$10	\$10	£100,000 \$1,000,000	\$1,041	15 cents for 1909	11 % \$1
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	£900,000 \$9,000,000	\$5,618	5 % for 1909	11 % \$1
William Powell, Limited	15,000	\$7	\$7	£105,000 \$1,050,000	782	None	11 % \$14 buyers

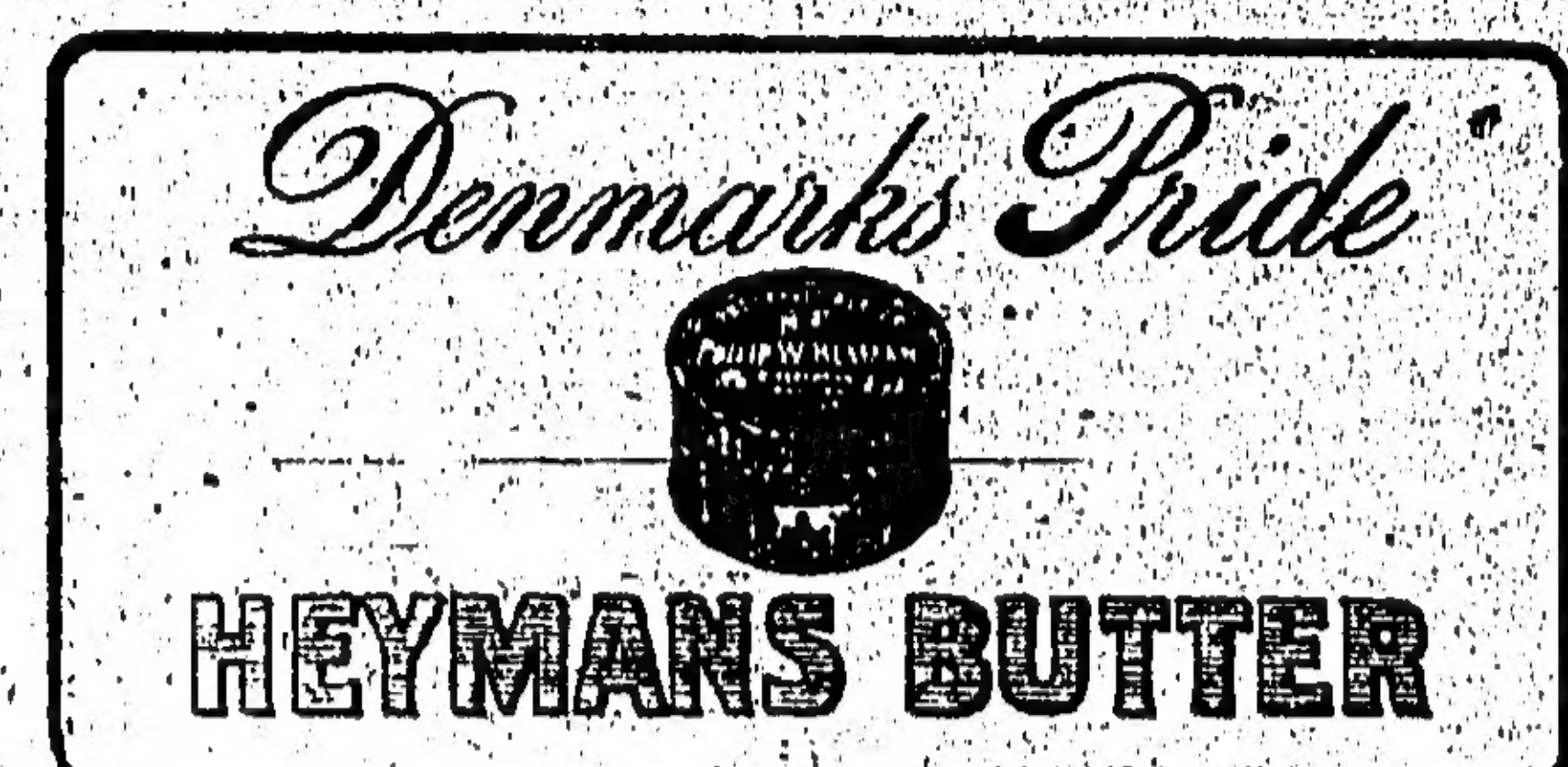
Printed and Published by JOHN PEARCE BAKER for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, 100, Queen's Road, Central, Hongkong.

Hotel.

BAND I **BAND II** **BAND III**
AT THE
BELLE VIEW HOTEL.
SHAUKIWAN ROAD.
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.
On SUNDAY, the 25th September (weather permitting).
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.
W. GALLAGHER, Manager.
Hon. Cong. 22nd September, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

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PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.05 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
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